



# ***THE SPORT FLYER***

## ***NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326***

<i><b>President</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Vice-President</b></i>	<i><b>Tim Rosser</b></i>	<i><b>570-751-3104</b></i>
<i><b>Secretary</b></i>	<i><b>Vacant</b></i>	
<i><b>Treasurer</b></i>	<i><b>Leigh Kelly</b></i>	
<i><b>Newsletter Editor/Writer</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Guest Editor</b></i>	<i><b>EE Zurg</b></i>	<i><b>unlisted</b></i>
		<i><b>November 2024</b></i>
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***Ch-1326 Websites: <https://chapters.eaa.org/ea1326> or on Facebook  
<https://www.facebook.com/groups/1348130305678885/>***

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Chapter 1326 meets monthly on the Thursday preceding the Fourth Saturday of the month in the Shelbyville airport conference room at 1800 (or 6:00 PM, whichever you prefer.) Any changes of meeting date and venue will be announced in the newsletter or by text message.

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### **Kommandant's Korner: November 2024**

Dear EAA Chapter-1326 members and friends. Fall is definitely in the air. The "Trick or Treat" season has given us more than just candy. The colorful leaves in the mountains to the East of us that were tempting us to go up and fly last month to sight-see have now come to Middle Tennessee. Be sure to go out flying yourself or with friends to see the colors before the winter chill, winds and rain brings the pretty leaves all down.

November is also election season. As I write this column, the polls are just about to open. By tomorrow morning we'll have a pretty good idea who the next POTUS will be in January. (I'm NOT making any predictions, and I'm not going to change this portion of the article after the results are known.) November is also when we vote for chapter officers. As I write, there haven't been any nominations, but Chapter member Matt Wilkins volunteered to send out a nomination solicitation letter, so hopefully we will have nominations by our board meeting on November 21st.

November is NOT too early to start planning for activities next year. My spouse Leigh (also our Treasurer) and I went to an EAA Leadership "Bootcamp" in Carrollton Georgia the first weekend of the month and we got GREAT

ideas of how to expand our activities and membership. We will talk about these at this month's meeting and start working on scheduling some new events over the Winter Holidays.

See you at the field!



**Randy Kelly**  
President

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### **Last Month's Meeting**

President Randy Kelly convened the meeting at 6:08PM. (The meeting was started late because we were having problem getting some of the virtual members logged into WebEx.) Members present were Vice President Tim Rosser, visitor Jim West and me. Present "virtually" were members Sharon Tinkler, Evan Schaeffer and Tony Millican.

**Old Business:** Randy noted that the September minutes were summarized in the October Newsletter that had gone out except for the financial figures which are recorded in the "official" September 26th, 2024 hard copy minutes. Nobody objected to the minutes, so we continued to the next agenda item.

Treasurer Leigh Kelly was at an airspace education related meeting but had submitted the Treasurer's report earlier in the day. The current checking balance is \$3,369.40 and current money market savings is \$10,945.90. The next routine item was determining who would do the setup and execution of the upcoming breakfast. Randy reported that Mark Cannon was out of town and that he (Randy) had already moved Mark's Warrior out of the hangar and set up the tables and chairs. Leigh will be preparing the potato casserole Friday and Helene Wharton will have her usual home preparations. The following people are expected to be working Saturday; Tim Rosser, Randy and Leigh Kelly, Helene Wharton, Sharon Tinkler, Evan and Andrea Schaefer, and Nathan Flores.

Jake Washburn was away on business and was not available to report on the RV-6 project. Randy gave the Young Eagles program report and noted that he'd flown an Eagle and 3 Young Eagles since the last meeting.

**New Business:** We had our visitor Jim West introduce himself. Jim had been in aviation for decades and was trying to get back in to the "flying game". He intends to join EAA and the Chapter. I reported that we had no technical program scheduled for this meeting but that we were hoping to have a technical program from one of the Hawkins Aviation Instructors next month. Additionally, I reported that I expected one of our technical advisors to have a program early next year.

Nobody had any additional new business items so I called the meeting closed at 6:31PM.



Randy Kelly  
Staff Editor

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### **October 26, 2024 Fly-In Breakfast.**

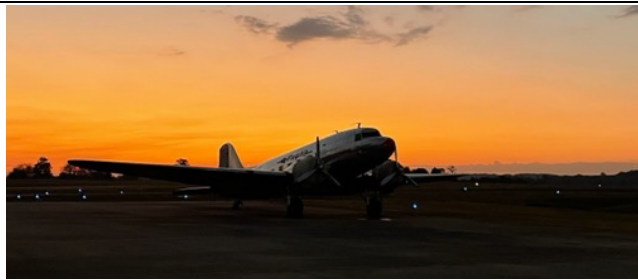
EAA breakfasts in small Chapters are always dancing with the daemons of weather and people's schedules. Successful Chapter event teams plan as far out as possible and adapt as much and as soon as they can identify obstacles.

In our case of the October breakfast we were already aware of manpower constraints weeks out, and by the middle of the 3rd week of October, the 10 day weather forecast was already looking "iffy". We knew we had enough folks to "execute" the event, but we were going to be short handed in the middle of the week when we normally do our setup. Fortunately, you can setup with only 1 or 2 folks when you don't have to accomplish things in 2 hours like you have to do the day of the breakfast.

Our regular meeting was the Thursday prior to the breakfast, and I had planned to be at the airport to go fly that day anyway so I figured I could get the hangar setup. Chapter member Matt Wilkins (of Hawkins Flight Academy) helped me move the Piper Warrior out of the hangar and I setup the tables and chairs in the afternoon and ran our meeting that evening. During the meeting we were still concerned about the weather Saturday as the forecast was for less than a 2deg dewpoint spread. The Terminal Area Forecasts (TAFs) for Shelbyville, Smyrna and Tullahoma still looked good until later in the morning. The local Shelbyville aviation community has typically shown up even in bad weather, so we never cancel on an "iffy" forecast. (Hurricanes and tornados would be a no-go, but low ceilings and rain are not reasons to cancel.)

Friday morning Leigh finished her grocery run and started the potato casserole using our hangar ovens. Unbeknownst to us, our first customers, the flight crew of a helicopter modified with video equipment for a news helicopter, had arrived. Apparently it was a "ferry flight" which couldn't make it to its final destination in North Carolina before dark so they parked overnight. Leigh suggested some local hotels and a good place for breakfast the next morning (hint hint). One of pilots was the Vice President of an EAA Chapter from Pennsylvania.

When I arrived shortly before 06:00 Saturday morning, Flagship Detroit and the news helicopter were still sleeping peacefully on the flightline. I started the coffee pots, turned up the water heater temperature (so we'd have hot water for the steam table) and preheated the ovens for the biscuits and potatoes.



*Red sky at morning, Flagship take warning!*



*A transient news chopper greets the morning sun while waiting for its crew to arrive and eat breakfast.*

Shortly after 06:00, Leigh Kelly, Evan and Andrea Schaefer, Helene Wharton, Sharon Tinkler, Tim Rosser and newest member Jim West showed up.



*The Schaefers and Leigh. Part of the "morning crew".*

Well before 07:00, we had a false alarm when one of Hawkins RV-12 trainers taxied up to the fuel pumps. The coffee was still perking so I went out to inform the early aviators the morning caffeine was not yet ready, but fortunately, they

were just there for fuel for a dual cross-country to Gainesville Georgia.



*An RV-12 showed up for gas but left on a cross-country before we could even offer them coffee.*

Our first pilot arrived a little after 07:00 in a 2 seat Grumman Yankee, with a copilot who was "dead heading" in for breakfast. This unlikely dual crew was followed shortly by one of our routine visitors in an RV-8 from Moontown Alabama.

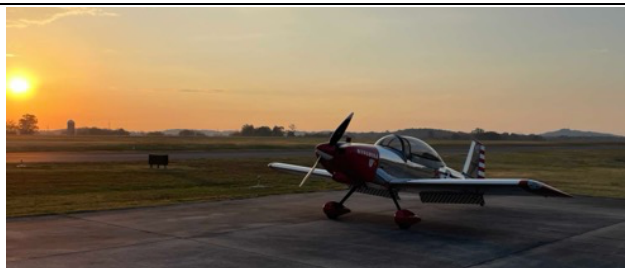


*First arrival of the day! Hey - what's up with that copilot?*



*Looks like he was "dead-heading" in for breakfast!*





*A Moontown RV-8 greets the sunshine.*

About the same time as our first 2 fly-ins, Chapter members Tony Millican, Project Police member Lamont Taylor, Young Eagle Nathan Flores and Nathan's sister (with her pet pig) rolled in to help. By this time, the meat was already sliced, the eggs had been cracked, pancake batter mixed and we all started to cook.



*Jim West shows us how they made pancakes in the wild, wild West!*



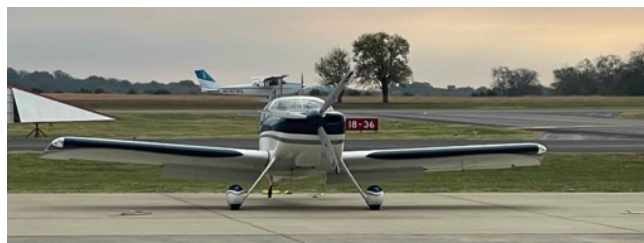
*The rows are starting to fill.*



*Coffee for pilots, 100LL for the birds!*

Despite the originally grim forecast, the local skies were pretty clear and we experienced a slow but steady stream of arriving aircraft. Pilots exited and accomplished their normal

"socializing" before heading in for coffee and breakfast. The arrival and "eating" pace was not very heavy and was steady, which made for a great "training day" to acclimate our new members to different duties.



*An RV-6A grabs the prime spot near Taxiway Bravo.*



*Another member of Van's Air Force shows up for chow!*



*A Skylane comes to visit.*



*Joined by a "vintage" Skylane!*



*A Warrior comes to roost while looking for food.*





*A "classic" Piper 140 showed up. (Don't see too many of these.)*



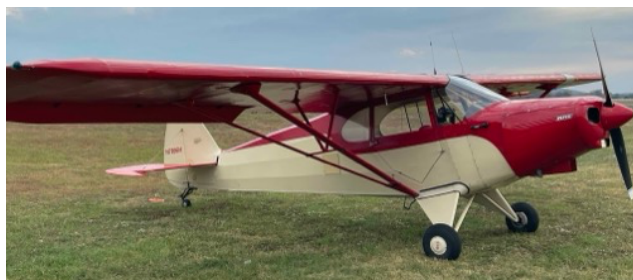
*Aviators gathering to talk before breakfast!*



*Keep all those airplanes in line Jon!*



*A decent crowd. Lots of camaraderie for breakfast.*



*A Piper "Super Cruiser" grabs the first spot off the North ramp.*



*Taildragger row on the North ramp fills up.*



*An "older" Cessna 180 made a short hop over to the South ramp.*



*And is joined by a "younger" 180.*



*We don't see too many Tobagos here. But you're always welcome.*



*Young Eagle Nathan was frying bologna today.*

Two Challenger-II Experimental LSAs from Moontown flew in, which immediately got Project Police Lamont Taylor's (who just bought a used Challenger) attention. Lamont headed out

to meet the owners and even found somebody that could check him out in his "new" Challenger-2.



*A Challenger 2 arrives.*



*Project Police Lamont goes to check out the other Challenger that flew in.*

The whine and roar of thrust reversers pierced the normal drone of horizontally opposed engines and we ran out to find a Learjet had arrived for a dropoff/pickup, and the pilots were glad to find out there was breakfast here.



*Even the "jet setters" were here today.*

The most unusual arrival was an MTSU instructor with his "first solo" student. (What a great day to show up to KSYI for a solo - on a day of a fly-in breakfast where the morning traffic was about 5 times the norm.) The MTSU CFI sent his student out for the standard 3 patterns, in a NOT standard "gaggle" of all kinds of aircraft.



*Forget breakfast. I'm gonna solo!*



*Our MTSU student heads out alone for the first time.*

While the flying weather was pretty decent here in Shelbyville, there was some nasty stuff out West of Nashville heading towards the Murfreesboro area. Our pilots were hungry but it was pretty obvious everybody was watching the weather too as they would eat, commune just a little, then head out early to go home. The intrepid MTSU student completed his solo and was able to get a few hero photos, but the weather headed towards Murfreesboro meant neither he nor his CFI got a chance to eat breakfast before they had to head home.



*Solo complete! Wait - aren't you gonna eat??*

The exodus was well under way before 09:00. One of the Challengers had trouble starting, and we were starting to do contingency planning on how to fit it into the EAA hangar if it wouldn't start and the weather got bad. Fortunately, after sitting for awhile to let the battery recover, it did start and the two Challenger-2s headed out to Moontown together, closely followed by a SeaRey LSA amphibian.





*The SeaRey LSA Amphibian heads home.*

We shut down and started cleaning up at our normal 09:30 stop time. With our good supply of volunteers for the event, cleanup went even faster than usual and we had everything pretty much cleaned up and put away before 10:30. Despite our fears of low ceilings and a small crowd, we estimate we had 20 to 25 aircraft and about 90 people for the breakfast. We declared "Victory!", and everybody headed off for their other weekend plans.



Randy Kelly  
Staff Editor



**Evil Editor Zurg:** Over the past 2 years, I've instructed our Project Police to make several raids on Ch-1326 member Tim Rosser's RV-8 build. Late this last Spring it had finally progressed to the point it would no longer fit in Tim's garage and he managed to find a hangar at Murfreesboro airport to continue assembly. Rumor was it was time to mate the engine to the fuselage so I instructed Ch-1326 Project Police Lamont Taylor and Randy Kelly to raid, uh, I mean visit Tim to check on his progress.



### **Project Police Report: Tim Rosser's RV-8 gets an engine.**

We'd received reports Tim's RV-8 had finally been moved and he was ready to mount the engine to the firewall, so on a sunny day in mid-June 2024, Lamont and I got directions to Tim's hangar and decided on a time. At the appointed

time I showed up at the appropriate gate to the Murfreesboro airport flightline and found a place off the end of one hangar to park that would keep me out of the traffic flow. For those of you not familiar with the local area, Murfreesboro Airport although uncontrolled is pretty busy. Not only is it one of the major GA airports in the Middle Tennessee Area, but it's also the current home of the Middle Tennessee State University (MTSU) aviation fleet. It's so busy that the field's runup areas are on the main ramp to avoid congestion on the taxiways. I'd never seen this solution before. It seems to work well, but it puts a lot of noise back near the main hangar complex. Not too far from the runup "circle", I found a place to park and walked over to Tim's hangar. Lamont arrived shortly on his "rice rocket".

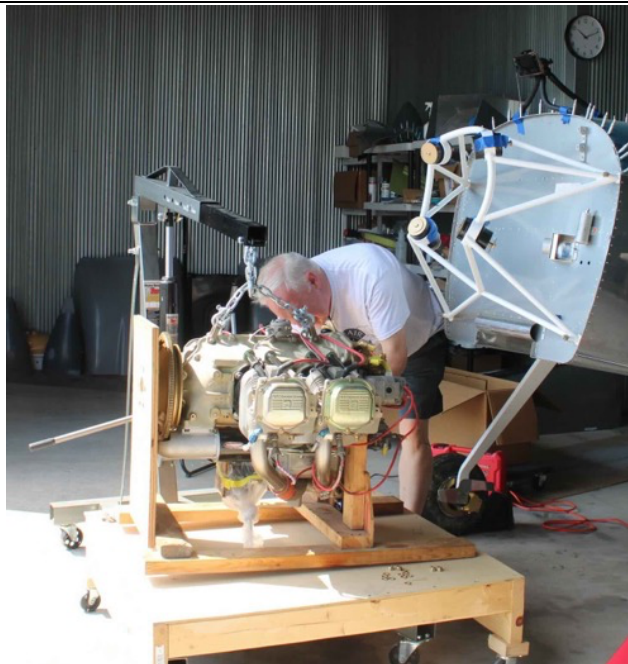
The RV-8 was still in the "some assembly required" state, but it was a lot more complete than during our last visit. Tim happily greeted us with cookies and tools as somehow he had mysteriously known we were going to be there and noted it would be a perfect time to mount his Lycoming IO-360 engine onto the RV-8.



*RV-8 Wings, Fuselage, Engine - some assembly still required.*

Though I'd mounted a couple Continental engines in Cessnas before and Lamont had mounted multiple powerplants on US Marine aircraft, it was the first time any of us had mounted a Lycoming on an RV-8 before. The "dynafocal" mounts have 4 big rubber isolators all on the front of the mount. You just hold everything in place, put the bolts through the holes and torque them down. Hey, how hard could it be?





*A newly refurbished IO-360 is a thing of beauty.  
Now we just have to put it on.*

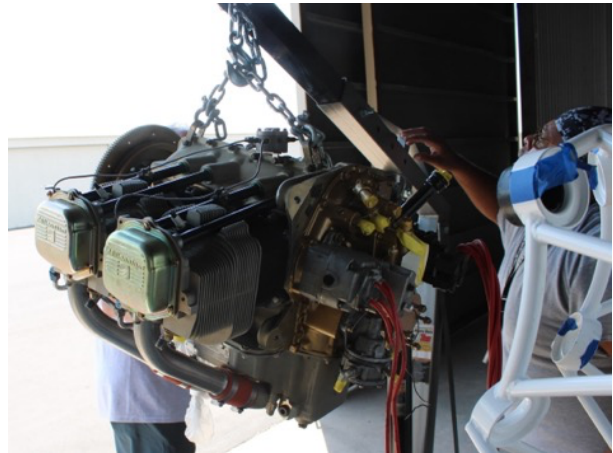
OK, let's think about this. Four mounts angled in to a "focus point". Everything is perfectly lined up when it's mounted, but if your *AREN'T* mounted, nothing lines up. This means you have to "skew" and "twist" the rubber isolators *OUT* of focus to get the bolts aligned with the mounting holes in the crankcase, then carefully torque them down to pull everything into alignment.



*See, if we tape all these vibration isolators (A.K.A. "rubber doughnuts") in place, we should just be able to bolt the engine on.*

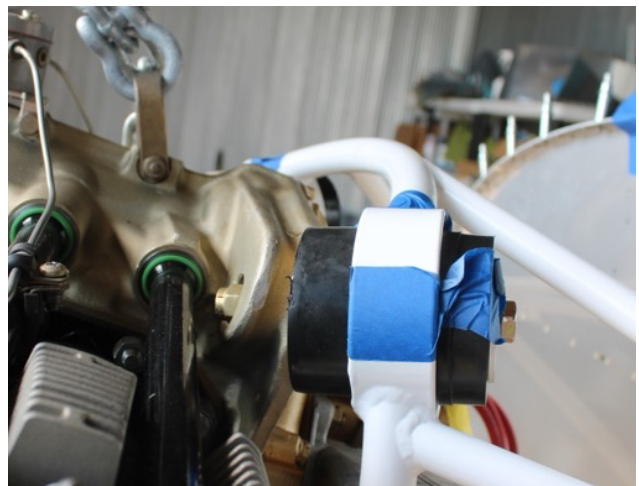
We had the tail of the RV jacked up so the engine would be basically level when we mated it to the mount. Since the engine mount was firmly mounted to the fuselage, "aligning" the holes meant maneuvering the whole engine (which is suspended from a single point) into a position

where *ALL* the NEW bushings and bolts aligned with the holes in the engine. One person was assigned to the engine jack. Another maneuvered the engine to align the bolts with the holes, and the third person would screw the bolts in to pull the assembly into alignment.



*Project Police Lamont manning the crane for our first mounting attempt.*

Even with 3 of us "manhandling" the engine, we couldn't get all the bolts to align with the holes.



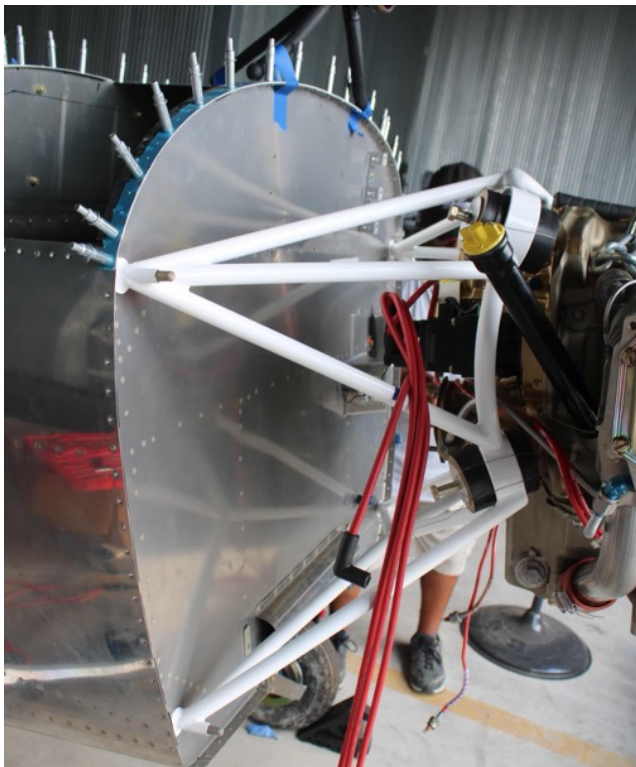
*See. That upper mount bolt went in pretty easy!*







*But now the lower one won't align!*



*Lamont gets the lower bolt in, but now this side won't line up!*

After numerous failed attempts to get everything to line up so we could tighten all the bolts down, and chasing vibration isolators around the floor after they would decide to fall out, we concluded that muscling the engine on a hoist into the "fine alignment" required to get everything lined up was just not working. In one of those "there's gotta be a better way" moments, somebody (with an engineering degree) noted that it would be much easier technique to maneuver the engine mount to align with all the holes than vice-versa. Once we had the mount mounted to the engine, THEN mating the mount back to the

fuselage only required aligning the 4 parallel bolts through the firewall.

Sooooo - we pulled the engine back off, pulled the engine mount off the firewall, retaped the "doughnuts" in their sockets, held the mount up to the back of the engine and attached it with the 4 mount bolts. With the whole engine/mount "assembly" already on the engine hoist, we rolled it back to the aircraft, aligned the mount to the holes in the firewall, lubricated the mounting bolts and just tapped them through the firewall with a small mallet. Then I screwed the nuts on the bolts and tightened them. (Wow, that was so much easier.)



*Well, the mount mounted to the engine easier than mounting the engine to the mount! (I'm so confused.)*



*Randy's good side? No, attaching nuts to the back of the engine mount bolts!*

After a few minutes of congratulating ourselves and asking "why didn't we think of that to start with", we declared "Victory!" and called it quits for the day.



*Yeah! All mounted.*

**Postscript.** Obviously, this visit was several months ago. Our Project Police Intelligence section has agents at Murfreesboro who have informed us that the RV-8 has made significant progress since our visit in June. Our agents tell us that the engine had to be removed (again) to allow screwing a fitting into the block that wasn't there when the engine was originally mounted (gee, that never happens), remounted, and that the cooling baffles were being installed.



*Oops. That hole just above the center of the dipstick was supposed to have that "AN" fitting shown in Tim's hand, but you couldn't screw it in with the "rubber doughnuts" installed!*



*Yes, cooling baffles are definitely needed.*



*...and wings are nice to have too!*

Hum. Sounds like another Project Police raid may be in order. Stand by for further news on this project.



Randy Kelly &  
Lamont Taylor



EAA Ch-1326 Project Police

## Project Police Aircraft Spotters Quiz



### Evil Editor Zurg

This sleek beauty was last month's spotters quiz aircraft picture.



Hum, I must be getting lazy looking at the Fall leaves. Staff writer Randy received 2 replies, both with additional comments. The first Project Police member remarked, "McDonnell XP-67 Moonbat 🐼", while the second wrote, "Too easy. McDonnell XP-67 Bat. Another interesting design done in by an experimental engine that didn't live up to its promise." Ouch!!





XP-67 "Bat" or "Moonbat"

The XP-67 prototype was built to satisfy a request by the US Army Air Forces for a long range single seat interceptor. McDonnell's design was very advanced from the time, incorporating blended airfoil and fuselage sections to try to maintain laminar airflow to minimize drag. Very early they realized the closely cowled experimental engines didn't get enough cooling, requiring a redesign. Even after redesign, cooling was critical and during a ground run the aircraft was damaged by an engine fire. The aircraft was repaired but during ground testing it became apparent they weren't going to meet their power and speed targets. While McDonnell looked for new engines, the aircraft started flight test which confirmed their speed concerns and worse, revealed some maneuvering and stability issues which precluded spin testing for fear the aircraft would not be recoverable. On its final test flight an engine caught fire. The test pilot successfully landed the prototype but it was destroyed by the fire on the ground, and the project was finally cancelled.



OK, here's our November 2024 mystery aircraft. This unusual specimen was spotted by one of my Project Police minions recently on the Shelbyville airport transient ramp.



This one is unusual enough it is worth giving you some additional clues. First clue, is there appears

to be a small "tip tank" on the end of the left wing. Second clue, it's a metal wing. Third and final clue, this wing has a slight forward sweep.



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at [electricrow@pobox.com](mailto:electricrow@pobox.com).



## Project Police Tales Wanted

EAA members OR aviation enthusiasts. Do you have an

interesting project you'd like to talk about or show us? Have you seen an interesting or unusual aircraft? Do you have an interesting maintenance or build story? Did you take a flight or ground trip to someplace you think your fellow aviators would like to visit? Snap some pics and write up a short report or make some notes to give to our



staff writer Randy Kelly for inclusion into *The Sport Flyer*. We're not picky. *We don't care if you're from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado* – we'll

publish your story anyway. IMPORTANT LEGAL NOTE - If you shoot pictures of minors at your event and they are easily recognizable, you need to let me know whether their parents or guardians give permission for us to use that image.

## Chapter 1326 Mission Statement

*The Mission of the Shelbyville Sport Flyers Club, EAA Chapter 1326 is to enhance the quality of aviation life for its members by providing information about aviation, flying, and mechanical/maintenance knowledge shared by fellow members, guest speakers and special events which respond to the expressed needs and desires of all members.*

## Chapter 1326 Calendar

**November 21<sup>st</sup>, 2024;** Regular Thursday meeting, 6PM. KSYI airport.

## THE SPORT FLYER

November 23<sup>rd</sup>, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

**December 2024.** There are no official Chapter events scheduled for the month of December.

*Special EAA Chapter 1326 Board of Directors Meetings are sometimes held on an unscheduled, as needed basis. If you need to be at one of those, you'll be notified by email or text.*

For a good summary of aviation related social and training events in Middle Tennessee, check out the website <https://www.socialflight.com/>

### CHAPTER 1326 ADMINISTRIVIA

**To join Chapter 1326, send your name, address, EAA number, and \$20/year club dues to: EAA Chapter 1326, 2828 Hwy 231 N. Shelbyville, TN 37160-7326, attn Leigh Kelly. NOTE: You must also be a member of EAA National (<https://www.eaa.org>, or call 1-800-843-3612, \$40/year National dues).**

Contact our officers by e-mail:

President Randy Kelly: [electriccrow@pobox.com](mailto:electriccrow@pobox.com)

Vice President: [timothy.rosser@mtsu.edu](mailto:timothy.rosser@mtsu.edu)

Secretary Sharon Tinkler: [tinkler@me.com](mailto:tinkler@me.com)

Treasurer Leigh Kelly: [leighkelly@pobox.com](mailto:leighkelly@pobox.com)

### EAA Chapter 1326 Technical Assistants

Chapter Technical Assistants are EAA and/or other aviation technology enthusiasts who may or may NOT be a real expert in that area but are willing to share their knowledge and building expertise with other members who need some help (or just a sympathetic ear) while accomplishing their build. If you are able/willing to serve/help in this capacity, please contact Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@pobox.com).

Composite Construction		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Wood Construction		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Fabric Construction		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Aluminum Sheet Metal Construction		
Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>	
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Welding/Welded Steel Tube Construction		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Engine Installation		
TBD		
Certificated Engines		
Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>	
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Jack Bosse (+ROTAX)	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Electrical Systems		
Randy Kelly	<a href="mailto:electriccrow@pobox.com">electriccrow@pobox.com</a>	

## EAA CHAPTER 1326 NEWSLETTER

Instrumentation and avionics requirements for VFR/IFR		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Sean Lowe	<a href="mailto:sean.lowe@patriotavionicstn.com">sean.lowe@patriotavionicstn.com</a>	

Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@pobox.com)

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***THE SPORT FLYER***

***EAA CHAPTER 1326 NEWSLETTER***

***C/O Randy Kelly***

***PO Box 767***

***Shelbyville, TN 37162-0767***

***<https://chapters.eaa.org/eaal326>***



**ADDRESS SERVICE REQUESTED**

***THIS MONTH'S HIGHLIGHTS:***

- Kommandant's Komments
- October Meeting notes
- October Fly-In breakfast report
- Project Police Report: Tim Rosser's RV-8 Engine Mounted
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories